

IN THE CLAIMS:

This listing of claims will replace all prior versions, and listings, of claims in the application:

Listing of Claims:

Claims 1- 12 (Cancelled)

13. (new) An automotive transmission, with a closeable and separable clutch, which is in the form of a disk clutch, wherein the disk carrier exhibits, distributed about the circumference of a cylindrical segment, disk-facing alternating axial grooves and axial projections, and on one axial end is connected with a hub via a drive plate, and wherein for transmission of torque a connection fixed against rotation is established between the drive plate and the disk carrier via a plug-in gearing, in which teeth arranged radially at the outer circumference of the drive plate engage in corresponding radial recesses in the disk carrier, wherein the drive plate (3, 3') is connected with the disk carrier (2) axially free of play, in that the recesses of the disk carrier (2) are in the form of open-ended cutouts (13), through which the first teeth (load teeth) (20, 20') of the drive plate (32, 3') pass radially and lie against with their axial inner sides (24), and in that axially outside the disk carrier (2) exhibits a form-fittingly supported securing ring (4), against which the second teeth (bearing teeth) (21) of the drive plate (3, 3') lie with their axial outer sides (25).
14. (new) The automotive transmission according to Claim 13, wherein for bordering or limiting the radial dimensions of the disk clutch (1) the cutouts (13) are located respectively centrally in the disk facing axial projections (10') of the disk carrier (2).

15. (new) The automotive transmission according to Claim 13, wherein for limiting the loading of the drive plate (3, 3') the bearing teeth (21) are comprised respectively of two bearing tongues (22), which are provided for being located adjacent side flanks (23) of respectively one disk-facing axial projection (10").
16. (new) The automotive transmission according to Claim 15, wherein for limiting the load on the drive plate (3, 3') and the disk carrier (2) the drive plate (3, 3') exhibits between the bearing tongues (22) of the bearing teeth (21) respectively no load teeth (20, 20'), and the disk carrier (2) exhibits no cutouts (13) at the axial projections (10") immediately adjacent the bearing tongues (22) of the bearing teeth (21).
17. (new) The automotive transmission according to Claim 16, wherein for even distribution of load and bearing forces the load teeth (20, 20') and the bearing teeth (21) are distributed alternating evenly about the outer circumference of the drive plate (3, 3').
18. (new) The automotive transmission according to Claim 17, wherein the drive plate (3, 3') exhibits at its outer circumference, in place of each third load tooth (20, 20'), respectively one bearing tooth (21).
19. (new) The automotive transmission according to Claim 15, wherein the axial projections (10") of the disk carrier (2) provided for the two-sided alignment of the bearing teeth (22) are elongated axially and exhibit on their ends and in the elongated area (16) respectively one segment of a annular groove (17) for receiving the securing ring (4).

20. (new) The automotive transmission according to Claim 13, wherein for avoidance of tooth flank play due to thermal expansion the load teeth (20') of the drive plate (3') exhibit radially outwardly respectively on both sides circumferential widenings (30) with inner wedge surfaces (31), which are provided for lying against the peripheral or circumferential inner walls (15) of the cutouts (13) upon a dilatoin or expansion of the disk carrier (2).
21. (new) The automotive transmission according to Claim 13, wherein for axial positioning of the drive plate (3, 3') on the hub (5), the hub (5) exhibits a shoulder (32) with an outer cylinder surface (33) and the drive plate (3, 3') exhibits a central bore (34) with a corresponding inner cylinder surface (35), and that the hub (5) and the drive plate (3, 3') in an adjusted axial position are welded to each other in the contact area (37) of the shoulder (32) and the central bore (34).
22. (new) The automotive transmission according to Claim 13, wherein the transmission is an automated manual transmission with a motor clutch, and that the disk clutch (1) is used as a motor clutch.
23. (new) The automotive transmission according to Claim 13, wherein the transmission is automated double clutch transmission with two motor clutches and that the disk clutch (1) is used as a motor clutch.
24. (new) The automotive transmission according to Claim 13, wherein the transmission is a torque converter with multiple shift elements (shift clutches and shift brakes), and that the disk clutch (1) is used as a torque converter.